MILL STRIKE A **BLOT ON STATE**

Soup - House Feeding at Fall River Must Stop and Labor Deadlock End, New Governor of Massachusetts Declares.

DOUGLAS SPEAKS FOR THE PEOPLE IN FIRST MESSAGE

Suggests Changes in Favor of Workers, Wants Municipal Unjust Class Legislation.

BOSTON, Jan. 5.-Gov. William A. wery phase of State government and with the Fall River strike. In this connection he says:

"The most deplorable conditions exlet at Fall River. It seems beyond besentury days, after all the study and experiments of our best minds, it should be possible for us to look upon such an \$180 a day. ppalling spectacle as the present situation in that city.

Nations have met and solved vexed problems by arbitration; magnificent aples are being constructed where world powers may meet and settle their differences. Yet here in Massachusetts -the citadel of wealth, oulture, refinement and progressive liberality-is presented the melancholy sight of our women and children being fed from uses and sent to bed scantily d in fireless homes.

"I cannot attempt to dissect the ses leading up to this condition, but it is sufficient for us to know that it exists. If it be possible in the deliberations of your bodies to formulate a Handed Bridge Over to Monopoly. remedy for existing conditions and pre-

not have labored in vain. power to save themselves.

the protection of those interests in the ley ears. My not a party to the contro-

evoldance of so-called closs legat one portion of our citisenship

er rights are always powerful and organized, while the wrongs inlioted dall upon individuals, who can-

law."
He stands for high wages in the fol-

He stands for high wages in the following:

'The flow of manufactured goods the world over demonstrates that high daily and weekly wages are not a real handicap to our industries. Everywhere, with but few exceptions, we see those manufactured goods requiring the most labor, and in which the percentage of labor cost is greatest, flowing from the high to the low wage countries.'

The Governor speaks for a reciprocity treaty with Canada, and suggests a commission to inquire into and report on the effect of the present tariff laws in Massachusetts.

Municipal ownership and a State law

The Brooklyn Rapid Transit Company has made periodically by the city's bridge about as it was three years ago, always about as it was three years ago, always in Massachusetts.

HOW BROOKLYN RAPID TRANSIT COMPANY GOT AND KEEPS ITS GRIP ON THE BIG BRIDGE MAN DIES OF 444446944444444444444444444444

Has Complete Control Under Contract Made Long Ago, and the City Has Nothing to Say as to the Way the Crowds Are Handled ... B. R. T. Mismanagement of Rush-Hour and All-Hour Traffic

The troubles of the citizens of Brooklyn Borough with the Brooklyn Rapid Transit Company are not all due Ownership, Protests Against to the Bridge, as sometimes seems to be the case, but the Bridge troubles are bad enough. A little history is worth while:

The contract under which the B. R. T. is using the Bridge was entered into Douglas, in his first message to the on Aug. 23, 1897, between the old Board fassachusetts Legislature, comes out of Trustees of the Bridge and the strongly for the people's interest in managers of the surface and elevated lines. Two of the trustees of the talks exceptionally plain in dealing Bridge were also stockholders of the principal surface system.

The trustees agreed to let the trolley cars use the bridge for five cents for each car round-trip. Based on the pres-Hef that in those enlightened twentieth ent number of trolleys crossing the bridge that is equivalent to a franchise for nearly three miles of route for only

> The trustees of the bridge Aug. 23, 1897, fixed the charge for the elevated service over the bridge at ten cents per round trip, but subsequently compromised on a lump sum of \$250 a day. Later on, after all the elevated and

> surface lines in Brooklyn except the yellow cars on Smith street and De-Kalb avenue had been absorbed into the Brooklyn Rapid Transit Company, the traction monopoly got from John L. Shea, Mayor Van Wyck's Bridge Commissioner, a supplementary lease of the entire Brooklyn Bridge, including terminals, tracks, power houses and all equipments, for the sum of \$20,000 a

Under the contracts referred to the vent their recurrence, humanity will city has handed over to the Brooklyn Rapid Transit practically absolute con-"The estuation in Fall River is not trol of the Brooklyn Bridge. The city saly a blemish upon the good name of has no say in the handling of the rush Commonwealth, but many of its hour traffic-positively none. All that sitisens, in no way responsible for, or the Bridge Commissioner can do is to rties to, the present state of affairs, see that the so-called "local service" we being ruined financially, with no is maintained on the bridge elevated railways during the non-rush hours. the should at least be a subject The city, under the old Berri contracts. worthy of study to devise some means has no voice in the regulation of the not only for the prevention of such trolley traffic. The Brooklyn Rapid industrial werfere, but for Transit does as it pleases with its troi-

Such is the situation on the Brooklyn Bridge as between the city and the Brooklyn Heights Railroad Companythe concern which actually manages the operations of the various surface and elevated lines whose stocks and bends the Brooklyn Rapid Transit Company owns or controls. The company which runs the yellow trolley cars has, it is and most emphatic sense, no gets only 24 per cent, of the car service, gets only 24 per cent. of the car service, and is subject, by the old agreement with Berri, to the general rules and benefits equally upon all."

Dwelling on public rights, he says:

"The executive department of the consideration all grievances of the people, but should take the initiative in assuring justice where real cause of complaint is found to exist.

The Brooklyn Rapid Transit Company is therefore fully responsible for the existing conditions on the bridge—conditions which, as will be shown are due not so much to the growth of traffic on the bridge as to the mismanagement and inefficiency of the corporation which handles or prestends to handle the travel.

This inefficiency and mismanagemen strikingly illustrated by two facts: sicked thall upon individuals, who cannot defend themselves without like organization. The executive elected by the people should be elected by solution in relief to the Brooklyn Bridge, neither in rush hours nor second—The conditions at the Williamsburg Bridge are now actually as bad as at the Brooklyn Bridge. There are enacted every that beggar description at Park Row.

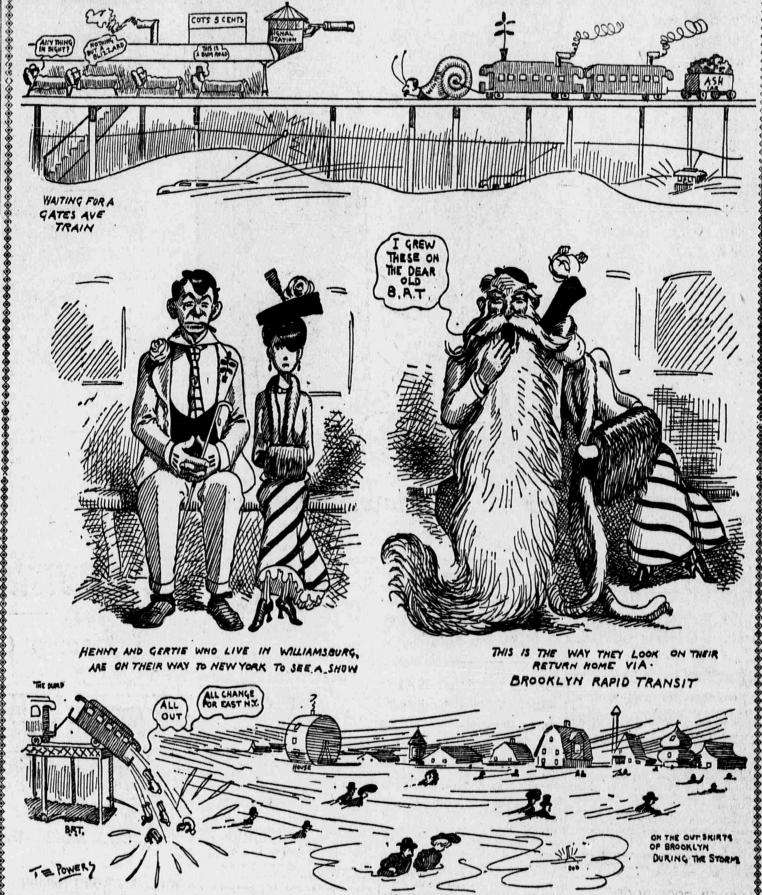
There is no lack of natural feelities.

for home rule, and speaking for tarm revision says:

"Since the passage of the present tarm law, in 1897, the cost of living has interested about 38 per cent. As prices there is no lack of natural facilities at the Williamsburg Bridge, just as there is no lack of natural facilities at the Brooklyn Bridge. The mismanagement and inefficiency of the Brooklyn Bridge and inefficiency of the Brooklyn Bridge. The mismanagement and inefficiency of the Brooklyn Bridge of the Brooklyn Bridge. The mismanagement and inefficiency of the Brooklyn Bridge.

The second of the Brooklyn Bridge and the Bro Those who denounce the bridge should remember one fact, of itself indicative of the whole spirit and policy of the B. R. T., namely:

and weekly wears also to the finderine. Deep report, we will be a proceed to the process of the



BROOKLYN IN FIFTEEN

Under Present Conditions You Can Grow Your Own Whiskers While You Wait on the Brooklyn Rapid (?) Transit to Get You There.

lows local passengers the use of more than one car thereon. All must stay in the cattle car.

rush hours. There is never any let up to the inconvenience which the B. R. T. imposes on the suffering public. Although the congeston on the local cars is easily avolidable, the B. R. T. never spends a dollar to avoid it.

During the last year the Brooklyn public has become familiar with another cheap money-saving trick of the B. R. T.—abandoning troiley service on the bridge at night in order to make "repairs" to the tracks. If one rail is to be replaced anywhere on the Bridge the wolleys are taken off for the night.

As soon as the rush hour is over the barkers get out their megaphones, and the grand cattle-drive begins. Thousands of persons are hooted up to the cold island platform over Park Row, and herded there to await the one solitary local car on the next through train. Two hundred persons are thrust into this one car. Twenty thousand persons are thus freighted over the bridge in the "cattle cars" every night that the trolleys are withdrawn. They are all dumped out on the Brooklyn side with transfer tickets entitling them to proceed to their destination on the trolley cars, if they can find them.

Letters from the People.

Letters from the People.

The scenes on the island platforms, where the local care are loaded, are duplicates of the scenes during the rush hours. There is never any let up to the inconvenience which the B. R. T. Imposes on the surfacing public A. TO HELP STRAP-HANGERS

Slogan of "To Brooklyn in Fifteen Minutes!" Heard on All Sides, and Residents Are Enrolling in the Brooklyn Rapid Transit Reform League.

taken up The Evening World's slogan: "To Brooklyn Homes in Fifteen Minutes!" and organizations are being formed throughout the borough with

Every resident of Brooklyn has now | to Cates avenue, out to Broadway and thence to East New York, reaching the homes of between 500,000 and 600,000 per-

The League was originally formed for the object of compelling the municipal authorities to give the residents of the borough better transportation facilities, no matter what they are. Now, however, the ambition is to force one issue at a time. The first scheme will be decided upon at a meeting of the League within the next few days, whether it will be extra bridge facilities, the Gates avenue subway, the South Brooklyn subway, the Eastern Park subway, the completion of the two tunnels under the East River or the building of proper terminals for the Williamsburg Bridge will depend entirely on the sentiment expressed by the representative men who have signed the petition that has been sent out broadcast to all the voters.

Ocean Avenue Organization. While many of the members advocate an immediate improvement in the handling of trains and trolley cars at both ends of the Brooklyn Bridge, others are advocating the building of the Gates avenue subway. No one is antagonistic to any plan that will give

even temporary relief to the strap-hanging army of Brooklynites scattered throughout a greater area by far than One of the latest organizations to interest itself in this movement is the Ocean Avenue Association, Thirty-second Ward, composed of wealthy residents along Ocean avenue and its vicinity. Of this organization Edgar S. Marvin is president, Frank E. Poster vice-president, Frank H. Hall treas-

actually dehumanizing in its influence.

"Inasmuch as our elected representatives and their appointees in the city government have not hitherto shown the proper appreciation of the needs of the borough of Brooklyn in regard to transportation, we have determined to resort to the one unfalling method of compelling attention to our will, namely, the ballot-box, and to that end we pledge ourselves as follows:

"To refuse our vote and support to any candidate of any party for any municipal office who does not pledge himself to work for the following specified objects during the next municipal administration, namely:
"1—The completion of the Manhattan Bridge.
"2—Relief for the Brooklyn Bridge.
"3—Proper terminals for the Williamsburg Bridge.
"4—The completion of the aubways.
"5—The beginning of two eddi-

"4—The completion of the sub-ways.
"5—The beginning of two addi-tional tubes under the East River already authorized.
"And we further call upon all our fellow-citizens throughout the bor-ough to enroll themselves in the Brooklyn Transportation Reform League, without regard to party or locality, and thus serve notice upon our elected servants that they must obey their masters, the citizens of Brooklyn. That where there's a will there's a way—and that we pro-pose to furnish the will.
"And we further call upon all citi-zens' organizations, improvement

"And we further call upon all citizens' organizations, improvement associations and boards of trade throughout the borough to indorse and further this movement.

"W. W. HALLOCK, Chairman.

"No. 171 Lefferts place.

"WAITER B. BROWN, Secretary,

"No. 128 Cambridge place."

CRUM'S NOMINATION FAVORABLY REPORTED.

Senate Likely to Break Long Hold-Up on Nomination in Spite of Tillman's Opposition.

urer, Charles H. Falliser is secretary, and on the executive board are George W. Fick, William G. Zartman, William Richter, George F. Haughte and William E. Johnson.

These gentlemen are so enthusiastic over the various schemes for improved Brooklyn traffic that they are devoting not only money but their valuable time in trying to interest every prominent municipal officer.

They propose to hold meetings in various parts of the borough in an effort to go a parts of the borough in an effort to form other organizations that will eventually merge into a central body—

Tillman's Opposition.

WASHINGTON, Jan. 5.—The Senate to pays Lane asked that he be permitted to pawn her watch and chain, promising he would redeem it the next day. The commination of W. D. Crum to be Colconfirmation of the Crum nomination of the had not had the time to go to the next day.

Comfirmation of the Crum nomination that he had not had the time to go to the pawn shop, but promised to do so the next day.

During the evening, the complainant sprong and then disappeared. He was not seen again until last night, when Miss Wood spied him at Eighty-seventh and the indications are that he will now be confirmed by the Senate, description.

Crum is filling the position of Collector on a third-recess appointment and the indications are that he will now be confirmed by the Senate, description.

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Masser Lane asked that he bey pays Lane asked that the pay the Collector on t

While Being Taken to Pasteur Institute Patient Is Stricken with Paroxysms and Expires in Brooklyn Ferry-House.

HYDROPHOBIA

BITTEN BY NEIGHBOR'S DOG SIXTY-THREE DAYS AGO.

On the Boat He Attacks Doctor Accompanying Him, and Is Prevented by Deckhands from Jumping Overboard.

Th wash of the waves against the

drophobia, was being hurried to Brooklyn early to-day, sent the youth, who had been fairly rational up to that time, into violent convulsions, and within ten minutes after landing at the the Drive. foot of Fulton street he was dead. That Lenshan's trouble was one of those rare cases of real hydrophobia wealthy importer of rugs, in the Bu there is no doubt. At the same time it is believed by Dr. E. J. Butler, or Wilkesbarre, who brought him here for of \$154. The highwayman got away treatment at the Pasteur Institute, that if the train on which they came had not been an hour lae and if he had not made the mistake of retting on an annex boat, which took him to Brooklyn instead of bringing him to this borough. Lenahan might have been saved It was just sixty-three days ago that Lenahan, while playing with a water spaniel belonging to a neighbor, was bitten on the right hand by the dog. The wound was between the thumb and index finger and was so slight apparently that Lenahan refused to have the animal killed. Besides that there was no indication that the dog was mad. Pains Diagnosed as Rheumatism.

A week later Lenahan's sister insisted on his having something done about the injury, although it seemed completely healed, so he went to a physician and gate's Office, gave it to me and w had it cauterised. He thought no more about the matter until a week ago today, when a sharp tingling in his right hand and forearm and muscular pains in the shoulder induced him to so to Dr. Butler. The physician diagnosed the case as rheumatism and prescribed for a stout little reticule.

until yesterday, when he was sum-moned to the Hotel Sterling by Lenahan's employer, who told him that the As I left the Subway train I we young man had refused food and drink for two days; that he had had several mild spasms, and that at times he seemed to be out of his head. The symptoms were so plainly those of hy-drophobia that Dr. Butler inquired if the man had ever been bitten by a dog.

Has Spasms on Train. ahan then told for the first time I enshan then told for the Arst time of the incident of being bitten over two months ago, and Dr. Butter said that he must go to New York at once.

Lenahan first real bad turn came after the train left Newark. Crossing the bridge over Newark Bay the young man rianced out of the window and saw the water. He immediately began to act querly. Dr. Butler quickly pulled down the shade, and by the time the train reached Jersey City Lenahan was all right again.

After leaving the train he became

aim—to Brooklyn homes in fifteen minutes.

Sign League Application.

If you live in Brooklyn and have had your own troubles and are anxious to improve conditions sign the petition of the Brooklyn Reform Rapid Transit League, which is as follows, and forward it to Walter B. Brown or to The Evening World Office:

"The undersigned thereby enroll as members of the Brooklyn Transportation Reform League, realising that the growth of the borough of Brooklyn is being seriously retarded by the manifest indifference on the part of the city authorities to the present inadequate transportation facilities into and within the borough, and that as a result of such condition travel at certain hours, commonly known as the 'rush hours,' is uneafe, a menace to life and limb, an insult to women, degrading to men and actually dehumanizing in its influence.

"Inasmuch as our elected repre-

twenty-seven years old, of No. 507 East Eighty-seventh street, her former sweetheart, whom she charged with the larceny of a diamond ring worth \$50 and a gold watch and chain, costing \$25. According to the story told by the girl, she met Lane several months ago. They went to a theatre Dec. 3, and after the show Lane said he would like to take Miss Wood out to supper, but did not have the money. The girl says Lane asked that he be permitted

GIRL IS HELD UP **NEAR RIVERSIDE**

Footpad Knocks Down Miss Catherine Gannon at Apartment-House Gateway and Robs Her of \$154.

HIGHWAYMAN FLEES IN THE DARKNESS

Police Think Man May Be Thief Who Recently Entered House of E. L. Shipman in West Seventy-sixth Street.

Residents in the neighborhood of Rivsides of a Pennsylvania ferry-boat on which Harry Lenahan, a young man erside Drive and One Hundredth street from Wilkesbarre, suffering from hy- are aroused over footpads in that said tion, another daring hold-up having concurred last night in front of Bu ham Court, in Ninety-ninth street now

Miss Catherine Gannon, who live with the family of Gullabi Gul ingham, was attacked at the very see of the big apartment-house and re his plunder. There was no sign of a policeman in the district, and but few people in the streets at the time robbery occurred.

Miss Gannon, who is a young a good-looking woman, told her experience to an Evening World reporter to

"It may seem strange," she be "but from the moment I put the fill my handbag I had a feeling that so thing was going to happen. Aithough the loss of the money means a g Her Share of an Matate.

of an estate left by a member of in family. My brother, Martin Gannon whom I met in the Brooklyn ed me to be careful of it. There ldlis. I had a small handbag w The bag is secured with which is attached to a st chain. serpent-head clasps and alto

Subway, getting off at the Ninety an street and Broadway station. It v 7.30 o'clock, very dark and very o the chain of the bag several time around my wrist and then settled with my best grip.

Heard Footsteps Behind Her. "I had almost reached the o West End avenue, when I has steps behind me. My heart by a gas-lamp on Broadway, I adm figure of a man. That he w

me to maintain my rapid stri was hardly 100 feet between then I could not run. All exterrible thoughts filled my mind a recalled all the stories I had read of attacks made upon works New York and other cities.

Almost at Gate of Mome

han's demeanor underwent a complete change.

With a wrench that almost knocked Dr. Butter down, he pulled himself free and started to run up and down the cabin, growling and barking.

Passengers ran from Lenahan in fright, but the physician grabbed the youth and tried to caim him. The doctor talked as loudly as he could in an effort to drown out the sound of the young man together. But rounding the Battery the heavier seas began to hit the Annex boat and at their sound Lenahan went completely crazy again.

Tries to Jump Overboard.

He dashed outside and would have jumped overboard but for Dr. Butter, who grabbed him once more and summoned some deckinands to help hold him. Lenahan was pinioned in a seat ountil the boat reached Brooklyn. Then "Then I realized the crunch of a

Tries to Jump Overboard.

He dashed outside and would have jumped overboard but for Dr. Butler, who grabbed him once more and summoned some decktands to help hold him. Lenahan was pinioned in a seat until the boat reached Brooklyn. Then he was carried into the ferry-house and a call for an ambulance sent in. One arrived from the Brooklyn Hospital in charge of Dr. Kaiser.

Everything possible was done for the young man, but he was too far gone. After half an hour of fearful suffering, in which it took five men to hold him, in spive of the injection of morphine and other quieting drugs, he died.

The body was taken to the establishment of James J. Higgins, at No. 135
Jay street, and will be sent back to Wilkesbarre to-night.

GIRL SAYS SWEETHEART

TOOK WATCH AND RING.

Sees Him on Street and Causes His Arrest—Man is Held in \$1,000 Bail.

Lillie Wood, nineteen years old, formerly of Whitestone, L. I., but now living at No. 1541 Third avenue, appeared as complainunt in the Harlem Court to-day against Charles E. Lane, twenty-seven years old, of No. 107 East Eighty-seventh street, her former

DON'T WANT CREMATORY.

Rockaway Park Folks Object to

Supreme Court Justice Marean, in Brooklyn, to-uay granted a tamperary injunction on the application of Henry Yonge, restraining the Degnon-McLean Contracting Company from creeting a garbage crematory at Rockaway Park. garbage crematory at Rockaway Purk.
The contract for the work was given to
the Degnon-McLean Company by Borough President Cassidy, of Queens. The
site selected for it is right in the
heart of the residential section, and the
property-owners there claim that they
knew nothing of the matter until the
company begin its work.
President cassidy argued in person
against the injunction, but Justice Marean decided to grant it. There will
be further argument on the matter next
week.